Agricultural Refrigerated Truck Quarterly

Transportation Services Branch
Transportation and Marketing Programs
Agricultural Marketing Service
U.S. Department Of Agriculture

4th Quarter 2007 Oct-Dec

Contents

Quarterly Overview

USDA Reporting Weekly Organic Produce Shipments. As of December 2007, the Agricultural Marketing Service, Fruit and Vegetable Programs, began reporting weekly volume totals for organic produce shipments. Currently, shipments of organic apples, onions, and pears from Washington and organic celery from California are being reported. By January 5, 2008, 12,750 metric tons of organic produce had been shipped from Washington and California. Shipments from Washington accounted for 98 percent of the organic volume reported during that time. Apple and pear shipments from Washington were 92 percent of Washington's volume and 91 percent of total organic produce shipments.

Fruit and Vegetable Reported Shipments

- During the 4th quarter, **reported U.S. truck shipments of fresh produce were** 6.6 million tons, 9 percent lower than the previous quarter and 1 percent higher than the same quarter last year. **Annual reported shipments** were 29 million tons for 2007.
- **Mexico shipments increased from last quarter** to 1.1 million tons, 12 percent higher than same period last year.
- **Great Lakes shipments were virtually unchanged compared to last year** but increased 32 percent from last quarter.
- **Florida shipments were over 618,000 tons,** a 4 percent decline compared to the same quarter last year. Reported volumes **during the 3rd quarter**, a seasonally lower period for shipments, totaled over 9,000 tons.
- **Due to limited shipments** at the end of the harvest season, there is insufficient **Texas** data to report during the 4th quarter.

Truck Rates

- **Reported average truck rates for U.S. produce shipments** were $2.00 per mile, 16 cents higher than the same quarter last year. The **annual truck rate** was $1.89 per mile – a less than 1 percent difference from 2006.
- The **average rate per mile** for onions from the **Great Lakes to Baltimore was $3.62**, the highest truck rate reported for the quarter. The average rate per mile for **potatoes** from the **Pacific Northwest to Chicago** was the lowest at $1.42 per mile.
- **Florida's truck rates** averaged $1.88, 11 percent lower than the same quarter last year.

Diesel Fuel

- **Fourth quarter U.S. diesel fuel prices averaged $2.91 per gallon**—1 percent higher than last quarter and 13 percent above the same quarter last year.
- **Average ultra low sulfur diesel prices increased** 12 percent from last quarter to $2.91 per gallon.
- **Average low sulfur diesel prices also increased** 12 percent from last quarter to $2.85 per gallon.

Feature Article

Refrigerated Railcar, Piggyback, and Truck Availability in Washington State

Refrigerated railcar shipments of fresh fruit and vegetables from Washington State increased by 96 percent in 2007 and accounted for 23.4 percent of the U.S. total, up from 11 percent of the U.S. total in 2006. Washington trailer-on-flat-car or container-on-flat-car (piggyback) shipments increased by 1 percent in 2007 and accounted for 7 percent of the U.S. total, the same as 2006.

Shortages of trucks and higher fuel costs led to an increase in railcar shipments from Washington. Aside from fuel costs, many factors affect truck availability and rates including: hours of service regulations, delays in loading and unloading, preference for other loads, backhaul cargo, weather, and seasonal supply and demand for produce and trucks on the West Coast. Shippers in Washington, as well as Oregon, Idaho, California, and Colorado, have worried about truck availability for years and have looked to rail to help move fresh fruit and vegetables at competitive rates.

Rail shipments are reported by Fruit and Vegetable Market News Service by origin, in units of 100,000 pounds (50 tons). U.S. fresh fruit and vegetable rail shipments were 1.429 billion pounds (714,600 tons) in 2007, compared to 1.579 billion pounds (789,450 tons) in 2006. This decrease of 9.5 percent was in sharp contrast to the dramatic increase in Washington railcar shipments (Table A).

Washington State Railcar and Piggyback Shipments, 2006 and 2007 (100,000 pounds)

	2006		2007		% change 2006 to 2007	
	Railcar	**Piggyback**	**Railcar**	**Piggyback**	**Railcar**	**Piggyback**
Apples	600	269	1423	190	137	-29
Potatoes	742	112	900	202	21	80
Onions	317	237	763	224	141	-6
Pears	48	9	233	17	385	89
Cherries	0	0	23	0	--	--
Asparagus	0	0	5	0	--	--
Carrots	5	0	0	0	--	--
Total	**1712**	**627**	**3347**	**633**	**96**	**1**

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Refrigerated railcars vary in size and load capacity: 50-ft, 140,000 lbs (70 tons); 64-ft, 190,000 lbs (95 tons); and high cube 72-ft, 182,000 lbs (91 tons). Railcars hold the equivalent of 3-4 truckloads of produce. Piggyback loads in domestic refrigerated 48-ft or 53-ft trailers or containers on flat cars are limited by Federal highway weight limits to around 45,000 lbs (22.5 tons).

Financing of refrigerated railcars, piggyback trailers and containers, and trucks provides an incentive to carry other types of cargo, before or after carrying fresh fruit and vegetables. Competition between rail services as well as between rail and truck; efficient loading and unloading; and backhaul cargo allow shippers to obtain more reasonable rates.

A number of new and enhanced rail services have increased the overall supply of refrigerated transportation for fresh fruit and vegetables:

Railex—four 55-car unit trains of 64-ft Union Pacific (UP) railcars, providing weekly 5-day transit between transloading centers in Wallula, WA, and Rotterdam NY, for fresh and frozen fruit, vegetables, wine, nursery products, and other commodities, via UP and CSX Transportation. California and Florida routes are being considered.

Washington Produce Railcar Pool—up to 50 rebuilt 50-ft railcars from the Rail Logistics LC fleet of 75 railcars can be made available at Quincy, Warden, and Pasco, WA. In 2007, a total of 166 fresh and frozen carloads were shipped; 19 carloads were potatoes or onions. The company is active in other States including North Dakota and Colorado.

Union Pacific—3,500 rebuilt 50-ft and 1,600 64-ft railcars including those dedicated to Railex, are available for 5 to 10 day Express Lane service from California, Washington, and Idaho to Chicago, IL, St. Louis, MO, New York, NY, Boston, MA, Pittsburg, PA, Jessup, MD, Atlanta, GA, and Winter Haven, FL, via CSX Transportation.

In addition to the Railex, UP-originated railcars of potatoes and onions from Washington, Oregon, Idaho, and California can be shipped to Atlanta, Charlotte, Chicago, Cincinnati, Columbus, Dallas, Philadelphia, Toronto, and Winter Haven for transloading into trucks.

Alliance Shippers—1,360 refrigerated piggyback trailers are available from Washington, Oregon, California, and Arizona to the Midwest and East Coast via BNSF, CSX Transportation and Norfolk Southern. The fleet is primarily 53-ft trailers, with some 48-ft trailers available outside of California.

Cryo-Trans—over 875 64-ft and 72-ft railcars are leased to major frozen food processors, wine distributors, and other shippers in Idaho, Oregon, and other States.

BNSF—1,000 50-ft and 1,000 72-ft railcars are available. BNSF partners with Alliance Shippers, England Logistics, FFE Logistics, H&R Transport, Marten Transport, Stevens Transport, UPS, and many other intermodal marketing companies to provide piggyback services.

Tropicana—514 railcars used for daily unit train service for juices from Bradenton, FL, to Jersey City, NJ, and to Cincinnati several times per week. Additional cars are sent to City of Industry, CA. Tropicana provides backhaul cargo service, including produce to Florida. Brian.McGregor@usda.gov

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Mention of companies, commercial products, or services does not imply recommendation or endorsement by the U.S. Department of Agriculture over others not mentioned.

Refrigerated railcar and piggyback shipments of fresh fruit and vegetables are reported to the Fruit and Vegetable Market News Service by rail carriers that issue the initial line-haul revenue waybills. Piggyback shipments use trailer-on-flat-car and container-on-flat-car services, with drayage by trucks at origin and destination. Railcar shipments often rely on drayage as well, with transloading of produce from trucks at origin, and to trucks at destination.

Cooperation of the railroads, members of the produce industry, and officials of State Departments of Agriculture, farmers markets, and the Animal and Plant Health Inspection Service of the U.S. Department of Agriculture is gratefully acknowledged.

Regulatory News/Updates

Energy Law Promotes and Assures the Quality of Biodiesel Fuel. On December 19, the President signed H.R. 6, Energy Independence and Security Act of 2007, into Public Law 110-140. The law increases annual volumes of biomass-based diesel from 500 million gallons in 2009 to 1 billion gallons in 2012. Federal Trade Commission must establish labeling requirements, and EPA must establish an inspection and enforcement program by June 16, 2008, to ensure biodiesel meets standards, including ASTM D6751.

California Air Resources Board Issues Transport Refrigeration Unit Advisory. On January 15, the board advised that the EPA has not made a determination to deny the board's March 28, 2005, waiver application for the Transport Refrigeration Unit (TRU) Airborne Toxic Control Measure (ATCM). The board urged fleet owners to continue to press forward with their plans to comply with the TRU diesel particulate matter controls. Pending the EPA decision, the board will continue to implement the TRU ATCM in accordance with State law. Should a waiver be granted under the Federal Clean Air Act, owners of trucks, trailers, containers, and railcars serving California will have to phase out, retrofit, or replace older TRU's beginning December 31, 2008, according to a phased schedule adopted by the board on February 26, 2004. Further information is available at http://www.arb.ca.gov/diesel/tru.htm

Trucks with Sleeper Berths Are No Longer Allowed to Idle During Periods of Sleep and Rest in California. The exemption ended on January 1, 2008. All operators of diesel-fueled trucks with a gross vehicle weight rating greater than 10,000 pounds shall not idle for more than 5 minutes when stopped within California's borders. The California Air Resources Board has developed a webpage to provide drivers with information regarding various idle reduction technologies that are currently available to provide comfort during sleep and rest and exceptions for refrigerated loads.
http://www.arb.ca.gov/msprog/cabcomfort/cabcomfort.htm

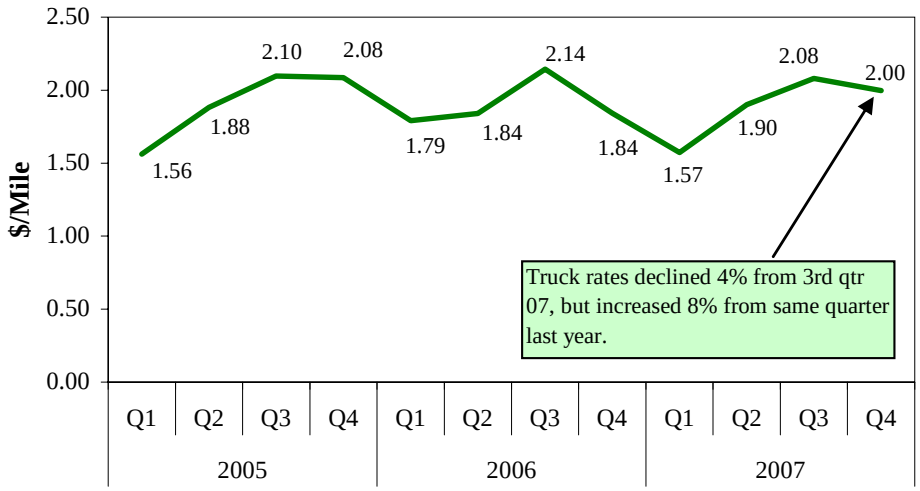
Federal Motor Carrier Safety Administration (FMCSA) Publishes Interim Final Rule. The FMCSA published in the Federal Register (72 FR 7124) an Interim Final Rule (IFR) and Request for Comments regarding the Hours of Service for commercial motor vehicle drivers. It was issued in response to a July 2007 decision of the U.S. Court of Appeals for the District of Columbia Circuit. The IFR retains the Federal Motor Carrier Safety Regulations allowing commercial motor vehicle drivers up to 11 hours of driving time within a 14-hour, non-extendable window from the start of the workday, following 10 consecutive hours off duty (11-hour limit). This interim rule also allows motor carriers and drivers to restart calculations of the weekly on-duty time limits after the driver has at least 34 consecutive hours off duty (34-hour restart). The IFR went into effect on December 27, 2007, and comments are due no later than February 15, 2008.

Transportation Worker Identification Credential (TWIC) Enrollment Reaches 42 Cities During 4th Quarter 2007. According to the Transportation Security Administration (TSA), 42 cities opened TWIC enrollment centers by the end of 4th quarter 2007. On October 16, 2007, the city of Wilmington, DE, began the first TWIC enrollments. The last enrollment center opened on December 28, 2007, in New Orleans, LA. First quarter 2008 enrollments began in Hilo, HI, (Jan 3) and South Hackensack, NJ, (Jan 4). The program's goal is to ensure that any individual who has unescorted access to secure areas of port facilities and vessels has received a thorough background check and is not a security threat. To find out more about TWIC see http://www.tsa.gov/what_we_do/layers/twic/index.shtm

The Department of Homeland Security Publishes TWIC Dashboard. On January 16 DHS published its first Transportation Workers Identification Credential (TWIC) Dashboard, which provides a statistical overview of the TWIC program since its inception in October 2007. The Dashboard provides pre-enrollment, enrollment, and adjudications-related statistics. As of January 15, nearly 49,000 workers were enrolled in the program, nearly 109,000 workers were pre-enrolled, more than 25,000 cards had been printed, and almost 12,000 cards had been activated. The Transportation Security Administration estimates 1 million individuals will need a TWIC card to access secure marine facilities and vessels. The dashboard also gives the quarterly deployment schedule.

U.S. Truck Rates

Figure 1: Average Truck Rates for Selected Long Haul Routes ($/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch
Note: Actual rates reported in table 1.

Table 1: Average U.S. Truck Rates for Selected Long-Haul Routes ($/Mile)

	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	*Annual
2007	1.57	1.90	2.08	2.00	1.89
2006	1.79	1.84	2.14	1.84	1.90
2005	1.56	1.88	2.10	2.08	1.91
2004	1.35	1.63	1.81	1.76	1.64
2003	1.29	1.51	1.48	1.40	1.42

*Annual: Weighted average rate for all 4 quarters.
Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Table 2: Quarterly Rates for Key Origins by Month ($/Mile)

	4th Qtr 2007			3rd Qtr 2007		
Origin	Oct	Nov	Dec	July	Aug	Sep
Arizona	n/a	n/a	2.17	2.11	n/a	n/a
California	2.06	2.14	2.10	2.22	2.04	2.04
Florida*	1.66	1.79	2.04	n/a	n/a	n/a
Great Lakes	2.86	3.00	3.00	1.76	1.77	1.79
Mexico - Arizona	n/a	1.95	2.02	2.10	1.99	1.89
Mexico - Texas	1.74	2.05	2.12	1.98	1.72	1.74
PNW	1.70	1.85	1.90	1.76	1.66	1.83

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch
Note: "n/a" indicates rates not available.
Note: The rates for 8 long-haul fruit and vegetable truck corridors are included in the national rate, weighted by commodity and origin volume.
* Rates for Florida during 3rd qtr 2007 not reported due to limited seasonal shipments.
* Rates for Texas not reported due to limited seasonal shipments.

Truck Rates for Selected Routes and Commodities

Table 3: Origin-Destination Truck Rates for Selected Routes and Commodities, 4th Qtr 2007 ($/Mile)

Origin	Commodity	Destination							
		New York	Atlanta	Chicago	Boston	Baltimore	Miami	Philadelphia	Seattle
Arizona	Lettuce	2.31	2.46	2.16	2.24	n/a	n/a	2.27	1.58
California	Apples	1.95	2.10	1.90	1.90	1.93	1.79	1.93	3.06
	Broccoli	1.95	2.06	1.91	1.92	1.98	1.78	1.97	3.04
	Carrots	1.97	2.10	1.95	1.92	1.96	1.82	1.95	3.07
	Kiwi	2.02	2.06	1.94	1.91	1.93	1.82	1.98	3.13
	Lettuce	1.98	2.10	1.91	1.95	1.96	1.81	1.97	3.01
	Mixed Vegetables	2.04	2.10	1.98	1.95	1.95	1.80	1.98	3.22
	Other Citrus	1.95	2.03	1.88	1.90	1.92	1.75	1.94	3.18
	Pears	1.97	2.20	1.94	1.91	1.94	1.83	1.94	3.02
	Strawberries	1.89	2.07	1.78	1.86	1.88	1.71	1.97	3.29
Florida	Mixed Vegetables	2.03	2.84	1.78	1.74	1.69	n/a	1.71	n/a
	Citrus	2.11	2.49	1.78	1.65	1.65	n/a	1.67	n/a
	Tomatoes	1.98	2.43	1.62	1.65	1.65	n/a	1.61	n/a
Great Lakes	Apples	n/a	2.47	2.59	n/a	n/a	2.01	2.89	n/a
	Cabbage	n/a	2.41	1.90	n/a	n/a	n/a	n/a	n/a
	Carrots	n/a	n/a	3.03	n/a	n/a	n/a	n/a	n/a
	Onions	3.62	2.45	2.79	3.23	3.75	2.42	3.26	n/a
Mexico - AZ	Melons	2.01	n/a	1.72	2.07	n/a	2.02	2.05	n/a
	Tomatoes	2.09	n/a	1.82	2.08	n/a	n/a	2.12	n/a
Mexico - TX	Citrus	1.81	1.74	1.56	1.75	n/a	1.85	n/a	n/a
Pacific Northwest	Apples	2.17	2.17	2.04	1.91	1.91	1.76	1.89	n/a
	Onions	1.95	1.72	1.81	1.71	1.77	1.63	1.72	n/a
	Potatoes	1.71	1.47	1.42	1.52	1.52	1.53	1.47	n/a

Note: "n/a" indicates rates were not available
Source: AMS, Fruit and Vegetable Programs, Market News Branch

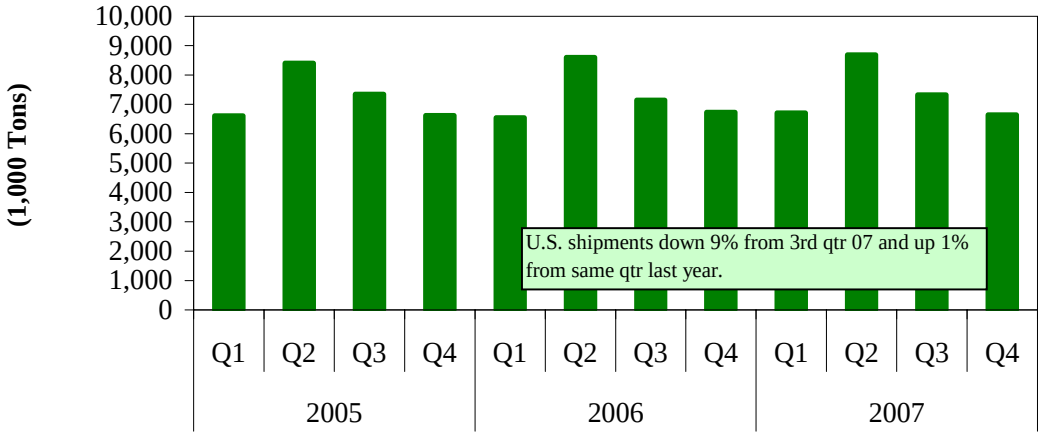
Table 4: Origin-Destination Truck Rates for Selected Routes and Commodities, 4th Qtr 2007 ($/Truck)

Origin	Commodity	Destination							
		New York	Atlanta	Chicago	Boston	Baltimore	Miami	Philadelphia	Seattle
Arizona	Lettuce	5,700	4,550	3,900	6,050	n/a	n/a	5,450	2,600
California	Apples	5,461	4,617	3,800	5,739	5,267	5,572	5,372	2,303
	Broccoli	5,450	4,533	3,817	5,800	5,417	5,550	5,500	2,283
	Carrots	5,527	4,615	3,904	5,796	5,365	5,692	5,435	2,312
	Kiwi	5,650	4,525	3,875	5,750	5,275	5,675	5,525	2,350
	Lettuce	5,557	4,625	3,813	5,894	5,367	5,647	5,506	2,264
	Mixed Vegetables	5,712	4,619	3,954	5,888	5,323	5,604	5,512	2,419
	Other Citrus	5,465	4,469	3,758	5,731	5,254	5,465	5,400	2,390
	Pears	5,512	4,838	3,888	5,762	5,312	5,725	5,425	2,269
	Strawberries	5,300	4,550	3,550	5,600	5,150	5,350	5,500	2,475
Florida	Mixed Vegetables	2,228	1,138	2,133	2,628	1,867	n/a	2,056	n/a
	Citrus	2,320	995	2,130	2,500	1,820	n/a	2,010	n/a
	Tomatoes	2,179	971	1,943	2,489	1,825	n/a	1,939	n/a
Great Lakes	Apples	n/a	2,150	750	n/a	n/a	3,000	2,250	n/a
	Cabbage	n/a	2,100	550	n/a	n/a	n/a	n/a	n/a
	Carrots	n/a	n/a	880	n/a	n/a	n/a	n/a	n/a
	Onions	2,896	2,134	808	3,112	2,706	3,621	2,539	n/a
Mexico - AZ	Melons	5,150	n/a	3,457	5,467	n/a	4,600	4,829	n/a
	Tomatoes	5,350	n/a	3,650	5,500	n/a	n/a	5,000	n/a
Mexico - TX	Citrus	3,600	2,000	2,300	3,850	n/a	2,867	n/a	n/a
Pacific Northwest	Apples	5,644	5,208	3,669	5,850	5,292	5,906	5,356	n/a
	Onions	5,058	4,121	3,265	5,213	4,907	5,482	4,859	n/a
	Potatoes	4,449	3,536	2,547	4,656	4,208	5,131	4,164	n/a

Note: "n/a" indicates rates were not available
Source: AMS, Fruit and Vegetable Programs, Market News Branch
Note: Rates for Texas not reported due to limited seasonal shipments.

U.S. Shipments

Figure 2: U.S. Refrigerated Fruit and Vegetable Shipments (1,000 Tons)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Table 5: U.S. Refrigerated Fruit and Vegetable Shipments (1,000 Tons)

Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Annual
2007	6,704	8,683	7,324	6,640	29,351
2006	6,542	8,595	7,140	6,733	29,010
2005	6,610	8,405	7,351	6,618	28,984
2004	6,576	8,589	6,759	6,539	28,463
2003	6,396	7,933	7,201	6,503	28,033

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Shipments by Selected Commodities

Table 6: Top 10 Commodity Shipments for 4th Qtr 2007 (1,000 Tons)

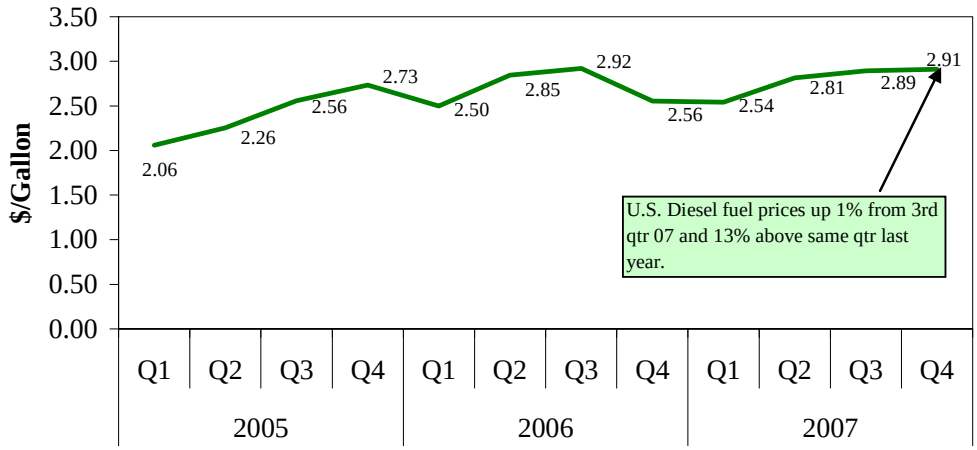
Commodity	4th Quarter 2007	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from: Previous Qtr	Current Quarter as % change from: Same Qtr Last Year
Potatoes	1,313	1,158	1,262	13%	4%
Lettuce	748	687	822	9%	-9%
Apples	555	647	577	-14%	-4%
Onions	515	645	482	-20%	7%
Tomatoes	512	502	626	2%	-18%
Peppers	292	444	229	-34%	27%
Grapes	256	432	243	-41%	5%
Celery	226	342	211	-34%	7%
Cucumbers	187	222	192	-16%	-3%
Cabbage	157	207	151	-24%	4%

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

U.S. Diesel Fuel Prices

The **diesel fuel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for fruit and vegetable movements, accounting for 37 percent of the estimated variable cost.

Figure 3: U.S. Average On-Highway Diesel Fuel Prices



Source: Energy Information Administration/U.S.. Department of Energy

Table 7: 4th Quarter 2007 Average Diesel Fuel Prices (All Types - $/Gallon)

		Change From	
Location	**Price**	**Last Quarter**	**Same Qtr Last Year**
East Coast	2.89	0.02	0.34
New England	2.97	0.01	0.31
Central Atlantic	2.97	0.02	0.30
Lower Atlantic	2.85	0.02	0.36
Midwest	2.91	0.02	0.39
Gulf Coast	2.85	0.02	0.36
Rocky Mountain	2.99	0.01	0.35
West Coast	3.02	0.01	0.28
California	3.08	0.01	0.31
U.S.	2.91	0.02	0.36

Source: Energy Information Administration/U.S. Department of Energy

Ultra Low and Low Sulfur Diesel Fuel Prices

Table 8: U.S. Average Ultra Low and Low Sulfur Diesel Prices ($/Gallon)

2007	**1st Quarter**	**2nd Quarter**	**3rd Quarter**	**4th Quarter**
Ultra Low	2.60	2.53	2.91	3.26
Low	2.83	2.76	2.85	3.18

Source: Energy Information Administration/U.S. Department of Energy

Quarterly Truck Availability

Table 9: U.S. Fresh Fruit and Vegetable Truck Availability, 4th Qtr 2007

		Truck Availability													
		Surplus - 1			Slight Surplus - 2		Adequate - 3			Slight Shortage - 4			Shortage - 5		
Region	Commodity	Week Ending													
		10/2	10/9	10/16	10/23	10/30	11/6	11/13	11/20	11/27	12/4	12/11	12/18	12/26	1/2
CALIFORNIA															
Imp. and Palo Verde Valley, CA & Cen. & W, AZ	Lettuce										3	3	3	4	5
	Mixed Vegetables										3	3	3	4	5
Kern District	Carrots	3	3	3	3	2	4	4	3	3	3	3	3	4	4
	Grapes	3	3	3	3	2	4	4	3	3	3	3	3		
Oxnard District	Strawberries	3	3												
Sacramento & San Joaquin Valley	Pears	3	3	3	3										
Salinas Valley	Lettuce	3	2	3	3	2	3	4	3	3					
	Mixed Vegetables	3	2	3	3	2	3	4	3	3					
	Raspberries	3	2	3	3	2	3	4	3						
	Strawberries	3	2	3	3	2	3	4	3						
	Broccoli										3	3	3		
Central San Joaquin Valley	Lettuce				3	3	3	3	3	3					
San Joaquin Valley	Apple Pears	3	2	3	3	2	3	4	3	3	3	3			
	Apples	3	2	3	3	2	3	4							
	Bell Peppers	3	2	3	3	2	3	4	3						
	Grapes	3	2	3	3	2	3	4	3	3	3				
	Melons	3	2	3	3	2	3	4							
	Peaches	3													
	Pomegranates	3	2	3	3	2	3	4	3	3	3	3			
	Persimmons					2	3	4	3	3	3	3			
	Quince	3	2	3	3										
	Kiwi												3	3	3
Santa Maria	Mixed Vegetables	3	3	3	3	3	3	3	3	3	3	3	3	5	5
	Strawberries				3	3	3	3	3	3	3	3	3	5	5
South District	Citrus	3	3	3	3	3	4	5	3	3	3	3	3	3	3
	Strawberries			3	3	3	4	5	3	3	3	3	3	3	3
	Raspberries										3	3	3	3	3
PACIFIC NORTHWEST (WA, ID, OR)															
WA - Columbia Basin	Onions	4	3	3	4	4	3	5	5	5	5	5	5	3	3
	Potaotes	4	3	3	4	4	3	5	5	5	5	5	5	3	3
WA - Yakima Valley & Wenatchee District	Apples	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	Pears		3	3	3	3	3	3	3	3	3	3	3	3	3
Oregon/Washington Coast Districts	Blueberries	3													
ID- Upper Valley, Twin Falls-Burley District	Potatoes	3	3	3	3	3	3	4	5	5	4	4	4	4	3
Idaho and Malheur Country, Oregon	Onions	3	3	3	3	3	3	5	5	5	5	5	5	4	4
FLORIDA															
West District	Tomatoes			1	1	1	1	1							
Central	Mixed Vegetables					1	1								
	Tomatoes					1	1								
Central and South	Mixed Vegetables							1	1	1	1	3	4	5	3
	Tomatoes							1	1	1	1	3	4	5	3
	Citrus									1	1	3	4	5	3
GREAT LAKES (MI, WI)															
Michigan	Apples	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	Carrots	3	3	3	3	3	3	3	3						
	Onions	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Wisconsin- Central	Onions	3	3	1	1	1	3	5	5	3	2	3	4	3	3
	Potatoes	3	3	1	1	1	3	5	5	3	2	3	4	3	3
Wisconsin -Southeastern	Cabbage	3	3	3	3										
MEXICO BORDER CROSSINGS															
Through Texas	Citrus	3	3	3	3	3	3	3	3	3	3	3	3	4	4
	Mixed Vegetables	3	3	3	3	3	3	3	3	3	3	3	3	4	4
	Avocados				3	3	3	3	3	3	3	3	3	4	4
Through Nogales, Arizona	Melons						3	3	3	4	4	3	3		
	Mixed Vegetables						3	3	3	4	4	3	3	5	5
	Tomatoes													5	5

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

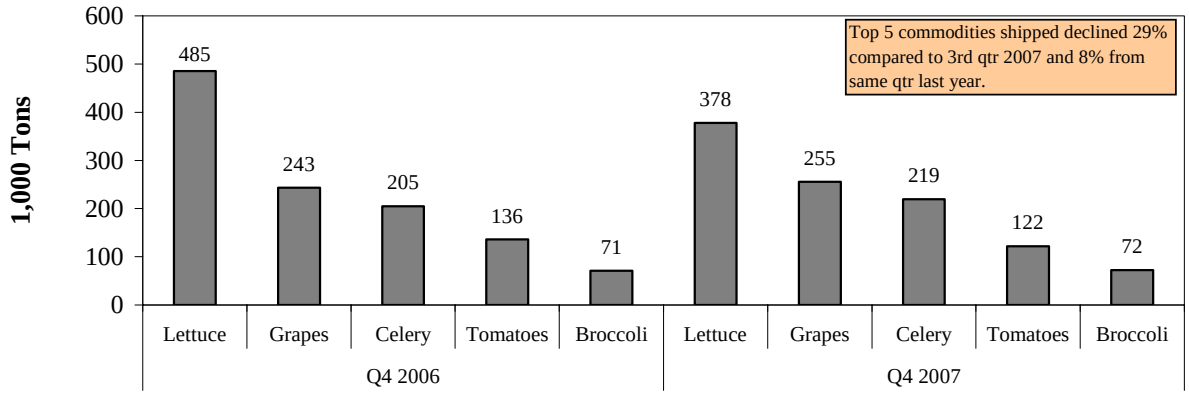
California

Table 10: Top Five Commodities Shipped from California (1,000 tons)

Commodity	4th Quarter 2007	Share of California Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from: Previous Qtr	Same Qtr Last Year
Lettuce	378	25%	604	485	-38%	-22%
Grapes	255	17%	427	243	-40%	5%
Celery	219	14%	144	205	52%	7%
Tomatoes	122	8%	231	136	-47%	-11%
Broccoli	72	5%	76	71	-5%	1%
Top 5 Total	**1,046**	**69%**	**1,483**	**1,140**	**-29%**	**-8%**
California Total	**1,524**	**100%**	**3,237**	**1,617**	**-53%**	**-6%**

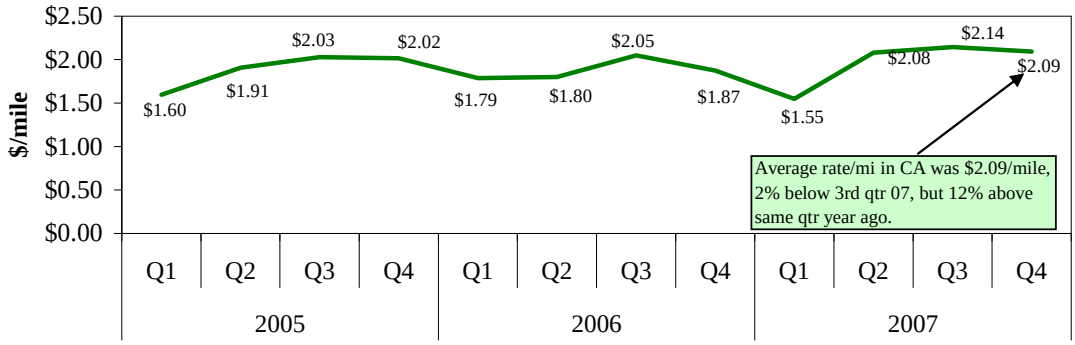
Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 4: Top Five Commodities Shipped from California



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 5: California Truck Rates ($/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Truck Availability Highlight, 4th Quarter 2007

There was a slight shortage of trucks for Kern District carrots and grapes for 2 weeks ending November 13, and 2 weeks ending January 2 for carrots only. There was a shortage of trucks for 2 weeks ending January 2 for Santa Maria mixed vegetables and strawberries. There was a slight shortage and then a shortage of trucks for Imperial and Palo Verde Valleys lettuce and mixed vegetables for 2 weeks ending January 2. **See Table 9.**

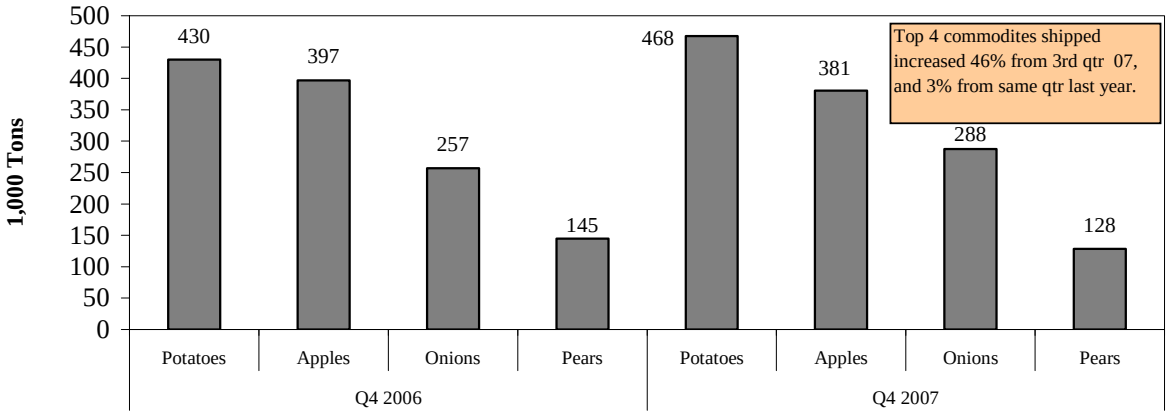
Pacific Northwest

Table 11: Top Four Commodities Shipped from PNW (1,000 tons)

Commodity	4rd Quarter 2007	Share of PNW Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from: Previous Qtr	Same Qtr Last Year
Potatoes	468	37%	433	430	8%	9%
Apples	381	30%	256	397	49%	-4%
Onions	288	23%	150	257	92%	12%
Pears	128	10%	25	145	406%	-11%
Top 4 Total	**1,264**	**100%**	**864**	**1228**	**46%**	**3%**
PNW Total	**1,265**	**100%**	**897**	**1,232**	**41%**	**3%**

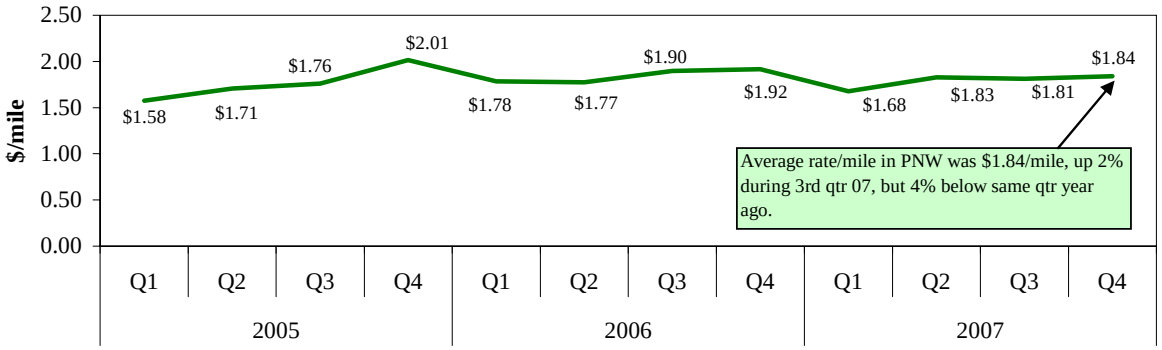
Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 6: Top Four Commodities Shipped from PNW



Source: Agricultural Marketing Service, Fruit and Vegetable Programs

Figure 7: PNW Truck Rates ($/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Truck Availability Highlight, 4th Quarter 2007

There was a shortage of trucks for Columbia Basin Washington onions and potatoes for 7 weeks ending December 19. There was a slight shortage for the week ending October 2, and the 2 weeks ending October 30. There was either a slight shortage or shortage of trucks for Idaho Upper Valley, Twin Falls-Burley District potatoes for 7 weeks ending December 27. There was a shortage of trucks for Idaho and Malheur County, Oregon onions for 7 weeks ending December 18, followed by slight shortage for 2 weeks ending January 2. **See Table 9.**

Florida

Table 12: Top Five Commodities Shipped from Florida (1,000 tons)

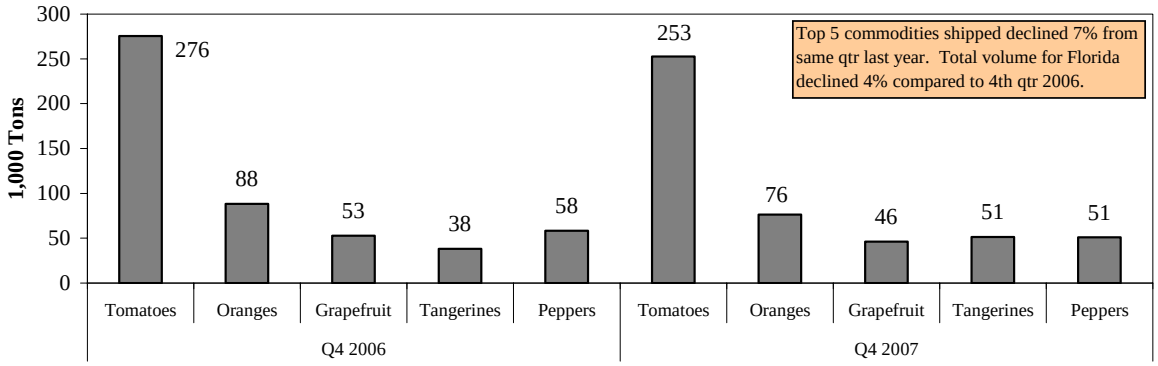
Commodity	4th Quarter 2007	Share of Florida Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from: Previous Qtr	Current Quarter as % change from: Same Qtr Last Year
Tomatoes	253	41%	3	276	-	-8%
Oranges	76	12%	1	88	-	-13%
Grapefruit	46	7%	-	53	-	-13%
Tangerines	51	8%	1	38	-	35%
Peppers	51	8%	-	58	-	-13%
Top 5 Total	**477**	**77%**	**5**	**513**	**-**	**-7%**
Florida Total	**619**	**100%**	**9**	**648**	**-**	**-4%**

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Note: The 3rd quarter usually has the lowest volume due to its growing season.

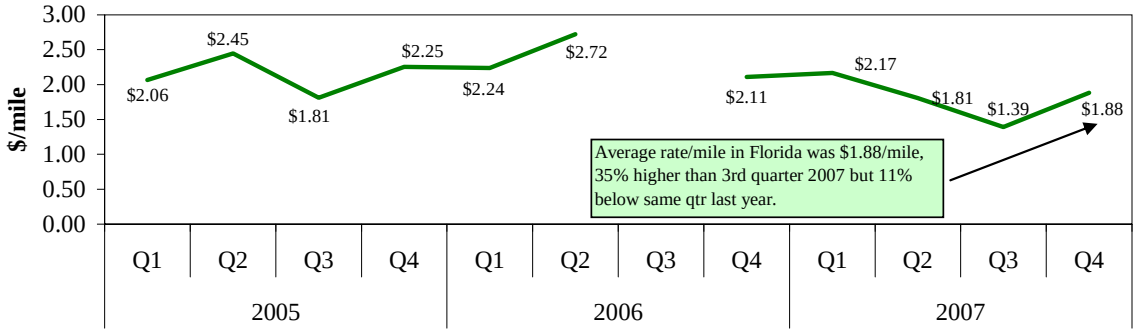
"-" indicates no reported shipments during the quarter.

Figure 8: Top Five Commodities Shipped from Florida



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 9: Florida Truck Rates ($/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Note: Reported rates for some quarters could not be determined.

Truck Availability Highlight, 4th Quarter 2007

There was a surplus of trucks for West District tomatoes for 5 weeks ending November 13. There was a surplus of trucks for Central Florida mixed vegetables and tomatoes for 6 weeks ending December 4, and for South Florida mixed vegetables and tomatoes for 4 weeks ending December 4, and for Central and South Florida citrus for 2 weeks ending December 4. There was a slight shortage, then a shortage of trucks for Central and South Florida citrus, mixed vegetables, and tomatoes 2 weeks ending December 26. **See Table 9.**

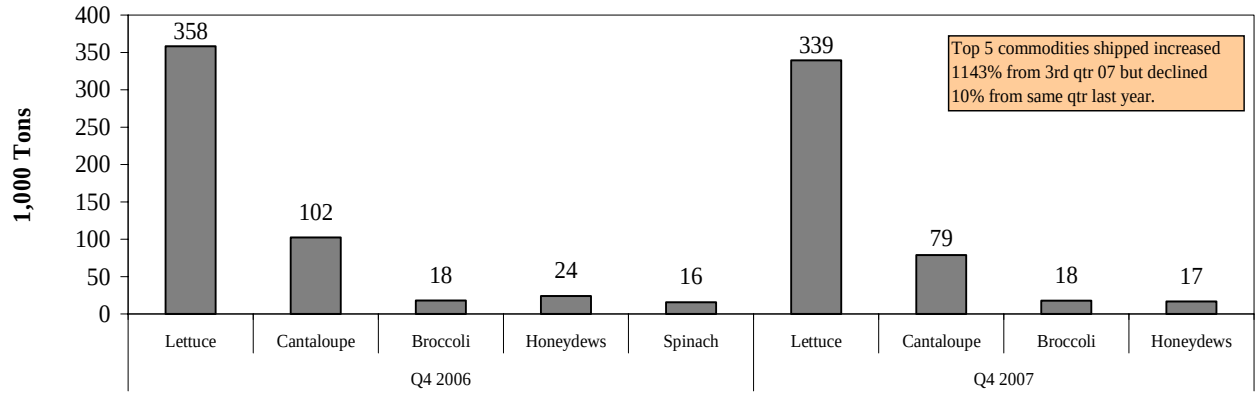
Arizona

Table 13: Top Five Commodities Shipped from Arizona (1,000 tons)

Commodity	4th Quarter 2007	Share of Arizona Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from: Previous Qtr	Same Qtr Last Year
Lettuce	339	69%	0	358	-	-5%
Cantaloupe	79	16%	34	102	131%	-23%
Broccoli	18	4%	0	18	-	-1%
Honeydews	17	3%	3	24	378%	-31%
Spinach	15	3%	0	16	-	-2%
Top 5 Total	**468**	**95%**	**38**	**519**	1143%	**-10%**
Arizona Total	**494**	**100%**	**73**	**550**	**577%**	**-10%**

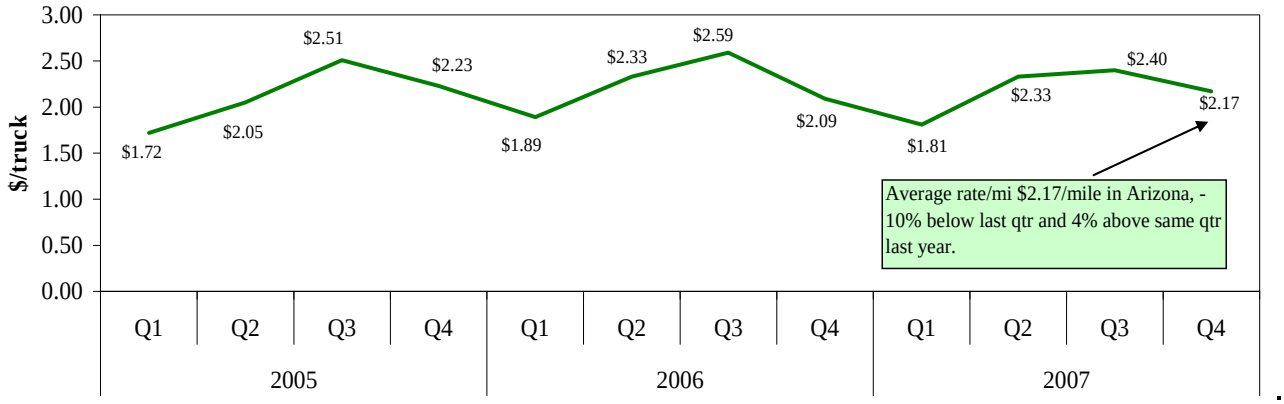
Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch
"-" indicated no reported shipments during the quarter

Figure 12: Top Five Commodities Shipped from Arizona



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 13: Arizona Truck Rates ($/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Truck Availability Highlight, 4th Quarter 2007

There was a slight shortage then a shortage of trucks for lettuce and mixed vegetables from Central and Western Arizona for the 2 weeks ending January 2.

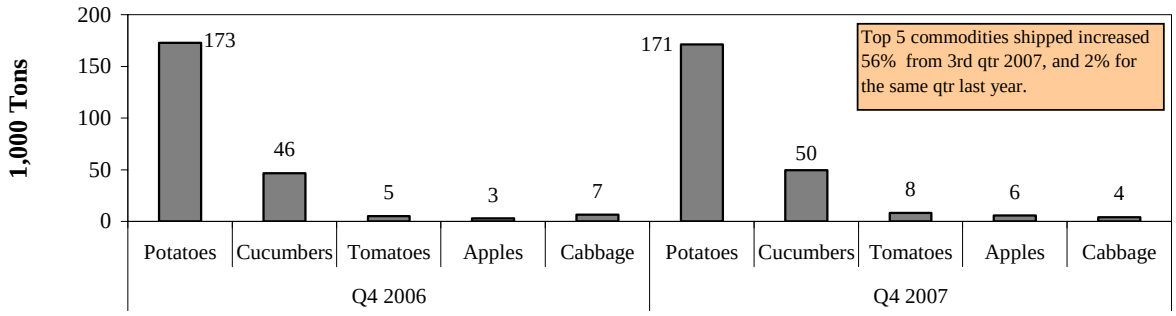
Great Lakes

Table 14: Top 5 Commodities Shipped from Great Lakes (1,000 tons)

Commodity	4th Quarter 2007	Share of Great Lakes Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from: Previous Qtr	Same Qtr Last Year
Potatoes	171	64%	110	173	56%	-1%
Cucumbers	50	19%	18	46	173%	3%
Tomatoes	8	3%	8	5	8%	54%
Apples	6	2%	1	3	814%	93%
Cabbage	4	2%	16	7	-74%	-36%
Top 5 Total	**239**	**89%**	**153**	**234**	56%	**2%**
Great Lakes Total	**268**	**100%**	**203**	**267**	**32%**	**0%**

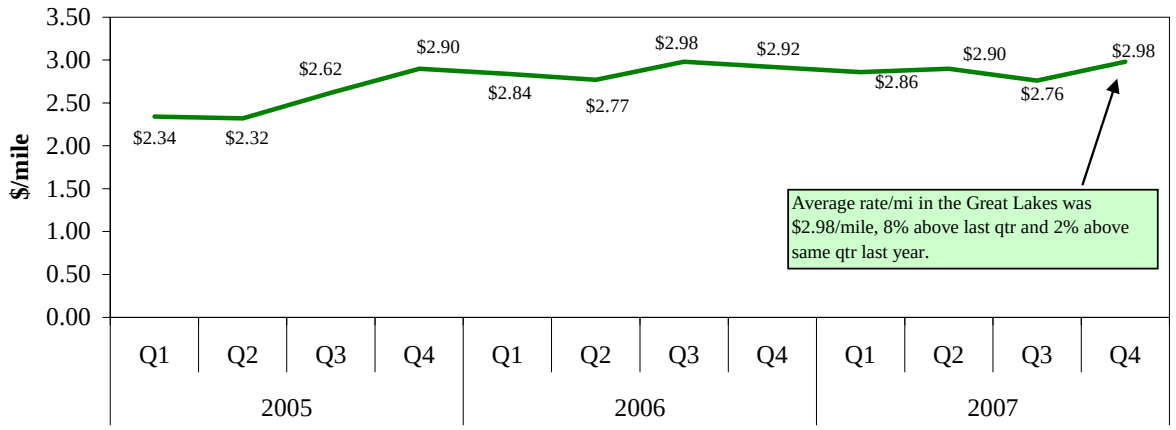
Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 12: Top Five Commodities Shipped from Great Lakes



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 13: Great Lakes Truck Rates ($/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Truck Availability Highlight, 4th Quarter, 2007

There was a surplus of trucks for Central Wisconsin onions and potatoes for 3 weeks, ending October 30, and slight surplus for the week ending December 4. A shortage was reported for 2 weeks ending November 20 and a slight shortage for the week ending December 19. **See Table 9.**

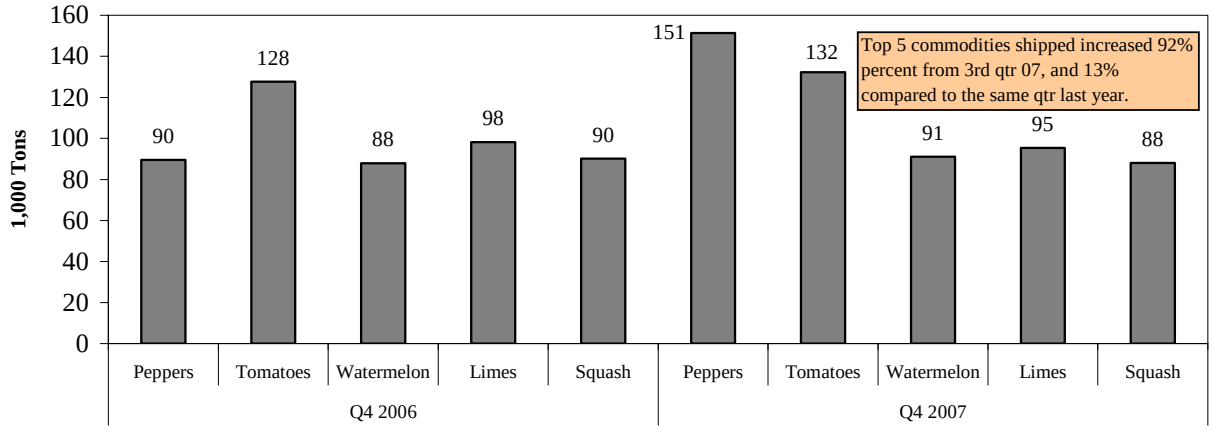
Mexico

Table 15: Top Five Commodities Shipped from Mexico (1,000 tons)

Commodity	4th Quarter 2007	Share of Mexico Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from: Previous Qtr	Same Qtr Last Year
Peppers	151	13%	83	90	82%	69%
Tomatoes	132	12%	83	128	60%	4%
Watermelon	91	8%	2	88	5852%	4%
Limes	95	8%	109	98	-13%	-3%
Squash	88	8%	14	90	530%	-2%
Top 5 Total	**558**	**50%**	**291**	**493**	**92%**	**13%**
Mexico Total	**1,126**	**100%**	**644**	**1,009**	**75%**	**12%**

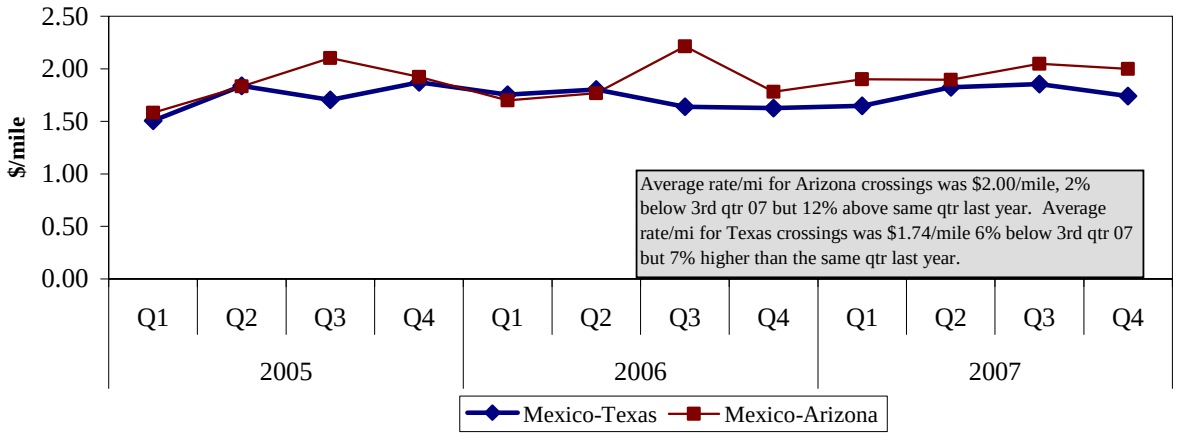
Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 14: Top Five Commodities Shipped from Mexico



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 15: Mexico Truck Rates ($/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Truck Availability Highlight, 4th Quarter 2007

There was a slight shortage of trucks for melons and mixed vegetables for 2 weeks ending December 4, and a shortage of trucks for tomatoes and mixed vegetables for 2 weeks ending January 2 for crossings through Nogales, Arizona. **See Table 9.**

Terms and References

Data Sources: This information is compiled from the weekly Fruit and Vegetable Truck Rate Reports by USDA, Agricultural Marketing Service (AMS), Fruit and Vegetable Programs, Market News Branch. The website is http://marketnews.usda.gov/portal/fv/newsearch?truck=true&step1=true

Regional Markets: For the regional markets, some states are grouped into producing regions. The Pacific Northwest region includes ID, OR, and WA. The Great Lakes region includes MI and WI.

Shipment Volumes: Truck shipments for all commodities and origins are not available. Those obtainable are reported, but should not be interpreted as representing complete movements of a commodity. Truck shipments from all states are collected at shipping points and include both inter and intrastate movements. They are obtained from various sources, including Federal marketing orders, administrative committees, Federal State Inspection Service, and shippers. Volume amounts are represented in 10,000 pound units, or 1,000 10-lb packages but are converted to tons for this report. Source: Fruit and Vegetable Weekly Shipment reports: http://www.ams.usda.gov/fv/mnmovement.htm

Rates: This information is compiled from the weekly Fruit and Vegetable Truck Rate Reports. Rates quoted represent open (spot) market rates that shippers or receivers pay depending on basis of sale, per load, including truck brokers fees for shipments in truck load volume to a single destination. Extra charges for delivery to terminal markets, multipickup and multidrop shipments are not included unless otherwise stated. Rates are based on the most usual loads in 48-53 foot trailers from the origin shipping area to the destination receiving city. In areas where rates are based on package rates, per load rates were derived by multiplying the package rate by the number of packages in the most usual load in a 48-53 foot trailer. Slightly cheaper rates will be reported during Quarters 2 and 3 as about 50 percent of onion shipments from California are hauled on open flatbed reefers. During Quarter 3, less than 20 percent of onions hauled from WA, ID, and OR are on open flatbed. This information is compiled from the weekly Fruit and Vegetable Truck Rate Reports by USDA, Agricultural Marketing Service (AMS), Fruit and Vegetable Programs, Market News Branch. The website is http://marketnews.usda.gov/portal/fv/newsearch?truck=true&step1=true

Regional Rates: Rate data for 8 destination markets are used to calculate average origin regional rates.

Long-Haul Route Detail: The national rate on page 3 reflects long-haul truck rates. The rates include the national rate, weighted by commodity and origin volume. For the purpose of this report long- hauls considered as distance traveled over 100 miles from point of origin to the destination.

Contact Us

Quarterly Overview			
	Camia Lane	Camia.Lane@usda.gov	(202) 720-9801
Feature Article			
	Brian McGregor	Brian.McGregor@usda.gov	(202) 690-1319
Regulatory News/Updates			
	Brian McGregor	Brian.McGregor@usda.gov	(202) 690-1319
	Camia Lane	Camia.Lane@usda.gov	(202) 720-9801
	Ron Hagen	Ron.Hagen@usda.gov	(202) 690-1320
U.S. Truck Rates			
	Camia Lane	Camia.Lane@usda.gov	(202) 720-9801
U.S. Truck Shipment Volumes			
	Ron Hagen	Ron.Hagen@usda.gov	(202) 690-1320
U.S. Diesel Prices			
	Ron Hagen	Ron.Hagen@usda.gov	(202) 690-1320
California, Mexico, Florida			
	Camia Lane	Camia.Lane@usda.gov	(202) 720-9801
Pacific Northwest and Arizona			
	Ron Hagen	Ron.Hagen@usda.gov	(202) 690-1320
Great Lakes			
	Ron Hagen	Ron.Hagen@usda.gov	(202) 690-1320

For Subscriptions email: RTQContactUs@USDA.gov

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Related Websites

Fruit and Vegetable Programs	http://www.ams.usda.gov/fv/
Fruit and Vegetable Truck Rate Report	http://marketnews.usda.gov/portal/fv/newsearch?truck=true&step1=true
Economic Research Service	http://www.ers.usda.gov/
National Agricultural Statistics Service	http://www.nass.usda.gov/